

Message Text

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ACTION SCI-06

INFO OCT-01 EUR-25 ADP-00 AID-20 CEQ-02 CIAE-00 COA-02

COME-00 DODE-00 EB-11 EPA-04 INR-10 IO-12 L-03 NSF-04

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FM AMEMBASSY OTTAWA

TO SECSTATE WASHDC 839

INFO AMCONSUL VANCOUVER

UNCLAS OTTAWA 0863

PASS WHITE HOUSE FOR CHAIRMAN TRAIN

E. O. 11652: N/ A

TAGS: SENV, CA

SUBJECT: STATEMENT ON TRAIN- DAVIS TALKS

1. FOLLOWING IS TEXT OF STATEMENT DELIVERED BY MINISTER
DAVIS IN HOUSE OF COMMONS APRIL 10:

2. BEGIN TEXT

MR. SPEAKER, I WOULD LIKE TO INFORM THE HOUSE ABOUT
MY DISCUSSIONS YESTERDAY WITH THE HON. RUSSELL TRAIN,
CHAIRMAN OF THE UNITED STATES PRESIDENT' S COUNCIL ON
ENVIRONMENTAL QUALITY. MR. TRAIN IS THE CABINET LEVEL
ADVISER TO THE PRESIDENT ON ENVIRONMENTAL MATTERS.

AMONG OTHER THINGS I DREW MR. TRAIN' S ATTENTION TO
THE IMPRESSIVE LIST OF STUDIES BEING CARRIED OUT BY THE
CANADIAN GOVERNMENT AND BY INDUSTRY TO ENSURE THE
PROTECTION OF OUR NORTHERN ENVIRONMENT, ESPECIALLY IN
RESPECT OF THE MACKENZIE VALLEY CORRIDOR.

WE HAD AN EXCHANGE OF VIEWS ON THE PROTECTION OF
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THE BOUNDARY AREAS OF OUR COASTS, ESPECIALLY PROTECTION FROM OIL SPILLS. MR. TRAIN AND I AGREED THAT ON THE PACIFIC COAST, IN THE GEORGIA STRAIT- PUGET SOUND- JUAN DE FUCA STRAITS AREA, A BETTER UNDERSTANDING OF THE MARINE ECOSYSTEM IS ESSENTIAL FOR THE EFFECTIVE MANAGEMENT AND PROTECTION OF THESE WATERS. WE ARRANGED TO MEET SOON WITH UNITED STATES SCIENTISTS AND OTHER EXPERTS TO START A COMPREHENSIVE AND DETAILED JOINT STUDY WHICH WILL PROVIDE THE BASIS FOR PROGRAMS AND OTHER MEASURES TO PROTECT AND ENHANCE THE ENVIRONMENT OF THIS AREA.

SINCE MY MEETING WITH MR. TRAIN LAST JULY A JOINT CONTINGENCY PLAN HAS BEEN PREPARED WHICH WILL BE EFFECTIVE IN THE BOUNDARY WATERS OF THE PACIFIC AND ATLANTIC COASTS AS WELL AS IN THE GREAT LAKES. THE CONTINGENCY PLAN FOR THE GREAT LAKES HAS BEEN IN EFFECT FOR OVER A YEAR, AND ON SEVERAL OCCASIONS IT HAS PROVED HIGHLY SUCCESSFUL IN CONTAINING AND CLEANING UP OIL AND OTHER HAZARDOUS SUBSTANCES SPILLS IN THE LAKES. WITHIN A FEW WEEKS WE SHALL HAVE A CANADA- U. S. AGREEMENT WHICH WILL BRING FULLY INTO EFFECT SIMILAR JOINT PLANS ON OUR TWO COASTS.

MR. TRAIN AND I REVIEWED AT LENGTH THE SERIOUS PROBLEMS OF HIGH WATER LEVELS IN THE GREAT LAKES. THERE ARE, OF COURSE, VERY SEVERE LIMITATIONS ON WHAT CAN BE DONE TO LOWER THESE LEVELS. THE FACT IS THAT THE LAKES ARE FULL AS A RESULT OF RECORD LEVELS OF PRECIPITATION OVER A PERIOD OF SEVERAL YEARS, AND THE ONLY MEANS OF AFFECTING THE LEVELS IS BY CONTROLLING THE OUTFLOWS FROM LAKE SUPERIOR AND LAKE ONTARIO. THE INTERNATIONAL JOINT COMMISSION IS AT PRESENT CONSIDERING A PLAN TO INCREASE STORAGE IN LAKE SUPERIOR, AND WILL HOLD PUBLIC MEETINGS ON THIS PLAN IN MAY.

MR. TRAIN ASKED ME FOR MY VIEWS ON SEVERAL PROPOSALS NOW BEFORE THE U. S. CONGRESS TO INCREASE THE OUTFLOW OF WATER FROM LAKE MICHIGAN AT CHICAGO. I REPLIED THAT CANADIANS WOULD DOUBTLESS OBJECT TO ANY PROPOSALS WHICH WOULD AMOUNT TO AN EXPORT OF WATER FROM CANADA.

SOM HON. MEMBERS: HEAR, HEAR*

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I ASKED MR. TRAIN ABOUT PROGRESS ON THE U. S. SIDE

IN IMPLEMENTING OUR AGREEMENT ON GREAT LAKES WATER QUALITY. MR. TRAIN WAS WELL AWARE OF THE CONCERNS WHICH HAVE BEEN EXPRESSED ABOUT THE TIMING OF THE U. S. PROGRAM. HE UNDERTOOK TO PROVIDE FURTHER DETAILS ABOUT THE FLOW OF U. S. FEDERAL GOVERNMENT FUNDS THIS YEAR AND NEXT YEAR FOR THE CONSTRUCTION OF MUNICIPAL SEWAGE TREATMENT PLANTS IN THE GREAT LAKES BASIN. I REPORTED ON OUR SIDE THAT WITH THE CO- OPERATION OF ONTARIO THE MUNICIPAL SEWAGE TREATMENT PLANT CONSTRUCTION PROGRAM IS AHEAD OF SCHEDULE. THIS IS THE RESULT OF OUR RESEARCH EFFORTS WHICH HAVE SUBSTANTIALLY REDUCED THE CAPITAL COST OF PHOSPHOROUS REMOVAL FACILITIES AND SPEEDED UP CONSTRUCTION.

MR. TRAIN ASSURED ME OF THE DETERMINATION OF HIS GOVERNMENT TO MEET ITS COMMITMENTS AND SCHEDULES UNDER THE AGREEMENT, ALTHOUGH HE SUGGESTED THERE MIGHT BE SOME SLIPPAGES IN TIMETABLES.

WE DISCUSSED THE PROPOSAL TO RAISE THE ROSS DAM IN THE STATE OF WASHINGTON, WHICH WOULD RESULT IN THE FLOODING OF THE SKAGIT VALLEY UPSTREAM IN BRITISH COLUMBIA. I CONVEYED TO MR. TRAIN OUR DETERMINATION, AND THE DETERMINATION OF THE BRITISH COLUMBIA GOVERNMENT, NOT TO ALLOW THE SKAGIT VALLEY IN CANADA TO BE FLOODED. I ALSO MADE CLEAR OUR DESIRE TO SEEK A NEGOTIATED SETTLEMENT WHICH TAKES ACCOUNT OF THE LEGITIMATE RIGHTS AND INTERESTS OF THE SEATTLE CITY LIGHT AND POWER COMPANY. MR. TRAIN SAID THAT HIS GOVERNMENT'S POSITION WAS THAT A VALID CONTRACT EXISTS BETWEEN SEATTLE CITY LIGHT AND POWER COMPANY AND BRITISH COLUMBIA, AND THAT ANY SOLUTION MUST BE ARRIVED AT WITHIN THIS CONTEXT. WE BOTH AGREED ON THE DESIRABILITY OF BRINGING THE PARTIES DIRECTLY CONCERNED TO THE NEGOTIATING TABLE AT THE EARLIEST POSSIBLE MOMENT. END TEXT.

3. STATEMENT WAS FOLLOWED BY CRITICAL COMMENTS BY OPPOSITION MEMBERS FROM BRITISH COLUMBIA ON VAGUENESS OF DAVIS ON SPECIFIC POINTS COVERED, AND IN ENSUANT QUESTION PERIOD, DAVIS DENIED HE TOLD TRAIN CHERRY POINT TERMINAL MUST BE ABANDONED AS PRECONDITION TO TRANSPORTATION OF NATURAL GAS FROM ALASKA VIA MACKENZIE VALLEY
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SCHMIDT

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